



L-1418

Mercedes-Benz
Diesel Trucks



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The L1418, a high torque Diesel for efficient heavy duty hauling

If you're looking for a full-range, high torque Diesel to handle the top end of the Class VII payload, then the L1418 is your answer. At the heart of this new truck is an extraordinary high torque engine...the Mercedes-Benz 5-cylinder Diesel. It's at home in stop and go city traffic, on the open road or in the hill country. It will give you top performance in every situation at its rated 32,225 lbs. GVW.

At first glance, this truck may appear almost identical to the L1316. But there's more than meets the eye here. Mercedes-Benz does not simply drop a larger engine into a truck and call it new. Each vehicle is designed, tested and built for a specific range of applications. In this case, the L1418 is ideally suited for heavy duty P&D, larger refrigeration applications, beverage hauling and refuse collection.

Mercedes-Benz understands the trucking business. That's why we built the L1418 with your bottom line in mind. First, we've priced it to be competitive in Class VII. Second, if you're still using gasoline power, you'll find the Diesel engine can cut your fuel bills in half. Third, since Diesels don't require conventional tune-ups, you'll save on downtime and maintenance.

And of key importance to your purchase decision, you'll find that what other manufacturers offer as options, we provide as standard equipment.

Take a closer look at the L1418, you'll find that it's gone straight to the head of its class.



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A Mercedes-Benz Diesel with more torque, horsepower and a higher GVW.

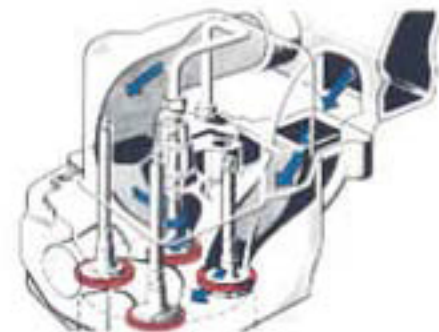
This is the proven OM 355/5 Diesel. A low rpm in-line 5-cylinder engine featuring 455 lbs./ft. of torque—a 47% increase over other models offered by Mercedes-Benz in Class VII. You get all the exceptional economy and service life that today's rising costs demand.

As you get to know this engine, you'll find that it's a model of cool, deep-breathing thermal efficiency. And thermal efficiency is one of the reasons why the L1418 can sustain its maximum speeds all day long.

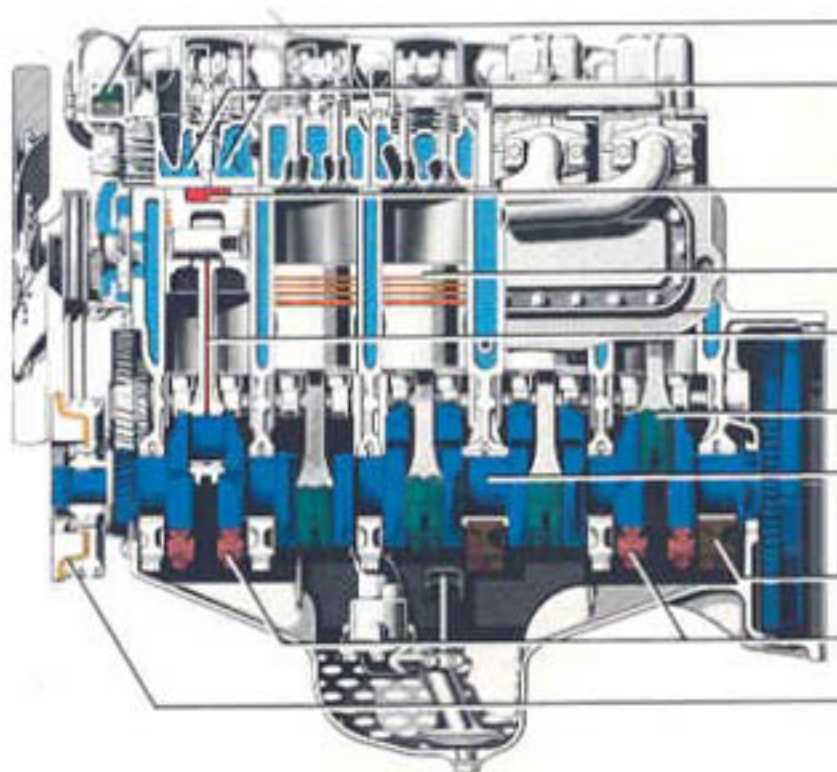
This engine was designed to minimize wear. At 55 mph, it is running at less than 2000 rpm. Another plus, where most V-8's make do with five main bearings, the bottom end of the in-line 5 has been buttressed with six main bearings. The thrust and rear main bearings—as well as all the connecting rods—are double bolted.

Result... longer engine life and more reliable day-in/day-out performance.

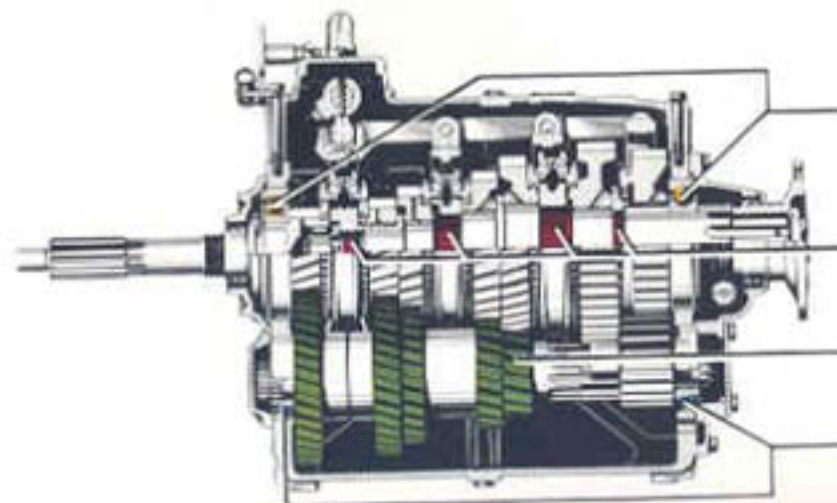
When it comes to operational economy, it's the very nature of the Diesel engine that spells the difference. With no electrical ignition system, no carburetor, no spark plugs, coil or distributor, you never need to spend time on traditional tune-ups. In addition, you automatically eliminate a major cause of road failure... the ignition system.



Individual cylinder head feature allows for more efficient combustion. Dispersed combustion increases durability.



- Extra protection in the cooling system, by means of dual thermostats.
- Heavy-duty injection nozzles are surrounded by cooling water jackets for long service life.
- Low thermal stress on pistons—through time-delayed combustion occurring in cylindrical-shaped piston cavity.
- 4-Ring piston design controls oil consumption and compression effectively.
- Pressure lubrication is supplied to wrist pins and cylinder walls through rifle drilled connecting rods.
- Double-bolted rod bearings for strength and rigidity.
- Forged steel crankshaft with induction-hardened pins and journals is bolted in six steel-backed multi-layer bearings for longer engine life and smoother operation.
- Main bearing caps double-bolted at thrust and at rear bearings.
- Precise crankshaft balance is provided by use of special bolted-on counter-weights.
- Smooth running engine uses rubber-type vibration damper on crankshaft to reduce wear on bearings.



- Standard equipment on the L1418, the fully synchronized 5-speed ZF 55-60 transmission.
- This fully synchronized 5-speed transmission provides proper gearing for every occasion. The 5:1 1st gear ratio provides maximum torque from a stop while the 1:1 5th gear ratio allows excellent fuel economy on the highway.
- Low friction caged needle bearings rather than bronze bushings contribute to smooth, quiet operation and long service life.
- Quiet operation and distribution of load over several teeth are provided by helically cut teeth on gears 2 through 5.
- Tapered roller bearings are used at the counter-shaft instead of ball bearings for extra durability.

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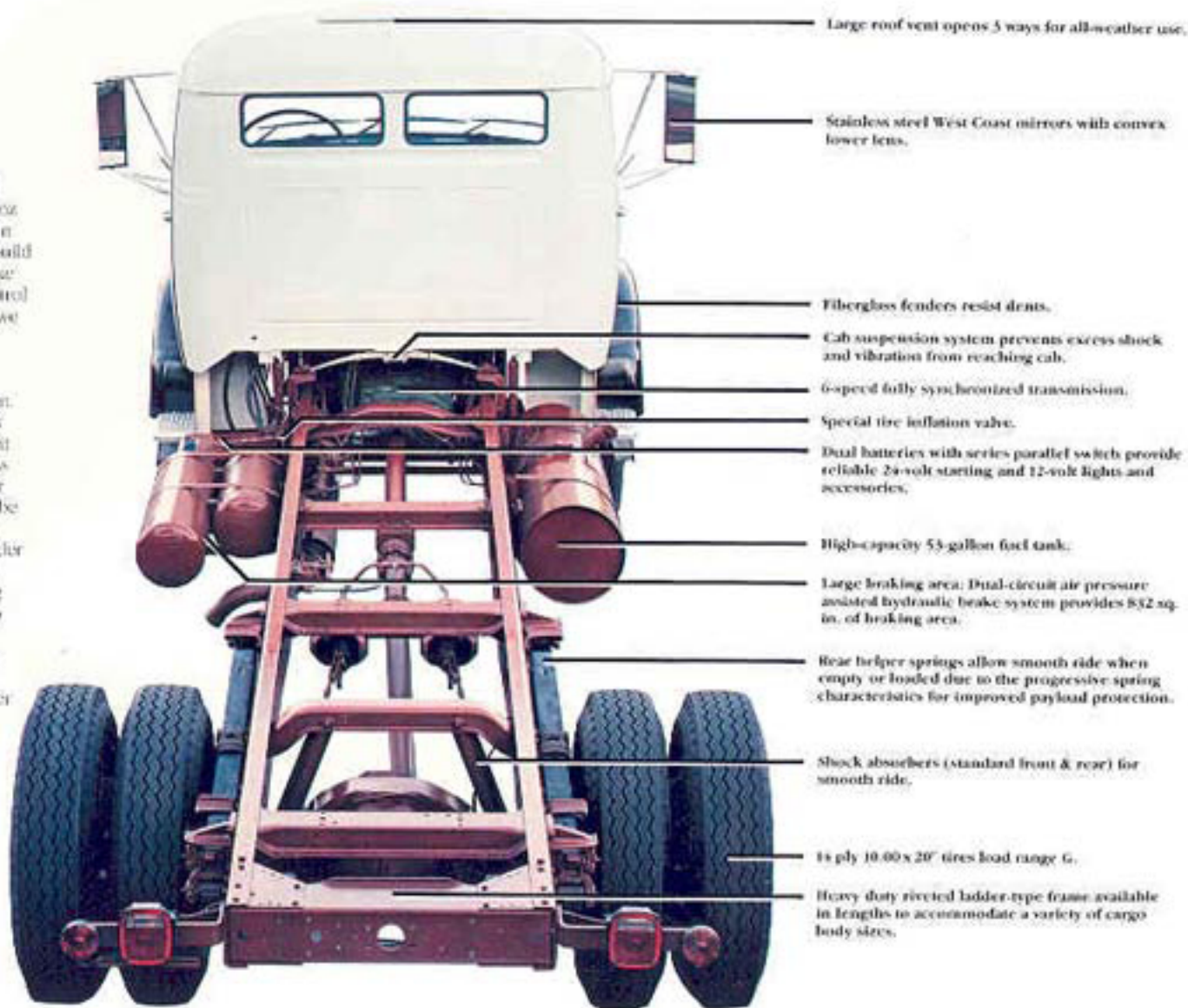
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Chassis

One of the keys to durability and overall performance excellence of Mercedes-Benz Diesel trucks is the way we build them. In the simplest terms, we design, test and build all of our trucks from the ground up. Take the chassis for example. Because we control the manufacture of all the various parts, we can insure excellent component compatibility which gives you tighter, tougher performance.

Another key to dependability is design. The L418 is engineered especially for its high torque Diesel engine which means it was built with the kind of extra toughness that leads to longer durability and greater reliability. The frame was engineered to be flexible so as to create less strain on the chassis and components. The riveted ladder type construction avoids the problem of loose bolts at cross members. The wiring harness has been completely enclosed to minimize electrical problems.

In addition, and this may well be the biggest plus of all, we offer as standard equipment what other manufacturers offer as options or not at all.



Large roof vent opens 3 ways for all-weather use.

Stainless steel West Coast mirrors with convex lower lens.

Fiberglass fenders resist dents.

Cab suspension system prevents excess shock and vibration from reaching cab.

6-speed fully synchronized transmission.

Special tire inflation valve.

Dual batteries with series-parallel switch provide reliable 24-volt starting and 12-volt lights and accessories.

High-capacity 53-gallon fuel tank.

Large braking area: Dual-circuit air pressure-assisted hydraulic brake system provides 882 sq. in. of braking area.

Rear helper springs allow smooth ride when empty or loaded due to the progressive spring characteristics for improved payload protection.

Shock absorbers (standard front & rear) for smooth ride.

14 ply 10.00x20" tires load range G.

Heavy duty riveted ladder-type frame available in lengths to accommodate a variety of cargo body sizes.

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